

**United States Environmental Protection Agency
Criminal Investigation Division
Investigative Activity Report**

Case Number

0100-0367

Case Title:

Exxon Mobil

Subject of Report:

Interview of (b)(6), (b)(7)(C)

Copies to:

Reporting Office:

Boston, MA, Area Office

Activity Date:

September 5, 2007

Related Files:

Reporting Official and Date:

(b)(6), (b)(7)(C) SAGT
06-SEP-2007

Approving Official and Date:

(b)(6), (b)(7)(C) SAC
10-SEP-2007
Approved by: (b)(6), (b)(7)(C), SAC

SYNOPSIS

09/05/2007 - On September 5, 2007, S/A (b)(6), telephonically interviewed Petty Officer (b)(6), (b)(7)(C). Petty Officer (b)(6), is assigned to the U.S. Coast Guard (USCG) Sector Boston (MA). During the interview, (b)(6), stated in substance the following.

DETAILS

On September 5, 2007, S/A (b)(6), telephonically interviewed Petty Officer (b)(6), (b)(7)(C) (617) 223-3025. Petty Officer (b)(6), is assigned to the U.S. Coast Guard (USCG) Sector Boston (MA). During the interview, (b)(6), stated in substance the following.

(b)(6), is assigned by the USCG to assist in inspecting fuel terminals in the Sector Boston area to ensure their compliance with various regulations. The U.S. EPA is responsible for the landside tanks and piping systems while the USCG is responsible for the dockside piping systems. The regulations governing landside and dockside are different.

(b)(6), has seen some containment pans that are alarmed; however the majority of the ones (b)(6) has seen are not. When (b)(6), inspects a containment pan (b)(6) looks for corrosion and chipped paint. When the ExxonMobil containment pan was inspected after the spill in January of 2006, one of the USCG personnel was able to push holes in the corroded metal of the containment pan.

(b)(6), has occasionally seen pressure gauge on the dockside piping system that were alarmed. The fuel terminals are required to log in the

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pressure amounts during offloads. (b)(6), stated that fuel terminals are required to test the integrity of the pipes annually.

(b)(6), said that 90% of the fuel terminals (b) deals with have routine maintenance programs, ExxonMobil's Everett Terminal did not. The majority of other terminals would test equipment routinely and would replace something if it was needed. ExxonMobil would simply run their equipment to failure. (b)(6), classified the overall maintenance at ExxonMobil Everett facility as substandard.

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